





### Today's Advertisements.

**THEATRE ROYAL, CITY HALL.**

**Mr. HENRY DALLAS' COMIC OPERA SEASON.**

**TO-NIGHT! LAST NIGHT OF THE "Belle of New York."**

**TO-MORROW (THURSDAY), AND ON FRIDAY AND SATURDAY NEXT, THE GREAT MUSICAL COMEDY,**

**"The French Maid,"**

FROM TERRY'S THEATRE, LONDON.

**MONDAY NEXT, FIRST TIME IN CHINA OF "THE GAY PARISIENNE."**

**FULL CHORUS. AUGMENTED ORCHESTRA.**

PLAN at ROBINSON PIANO CO.

Doors Open 8.30. Commence 9 P.M.

A Late Tram will run nightly during the visit.

**BERTRAM HERMANN, Business Manager.**

Hongkong, 20th March, 1901. [288c]

**DOUGLAS STEAMSHIP COMPANY, LIMITED.**

**FOR SWATOW, AMOY AND FOCHOW.**

**THE Company's Steamship**

**"HAICHING,"**

Captain Hall, will be despatched for the above Ports, on FRIDAY, the 22nd instant, at Daylight.

For Freight or Passage, apply to DOUGLAS LAIR & Co., General Managers.

Hongkong, 20th March, 1901. [346c]

**INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.**

**FOR MANILA VIA AMOY.**

**THE Company's Steamship**

**"YUENSANG,"**

Captain Rolfe, will be despatched as above on MONDAY, the 25th instant, at Noon.

This Steamship has Superior Accommodation for First class Passengers, is fitted throughout with Electric Light and carries a Doctor.

For Freight or Passage, apply to JARDINE, MATHESON & Co., General Managers.

Hongkong, 20th March, 1901. [347c]

**AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.**

**NOTICE TO CONSIGNEES.**

**FROM TRIESTE, FIUME, PORT SAID, ADEN, COLOMBO, PENANG AND SINGAPORE.**

**THE Steamship**

**"TRIESTE,"**

having arrived, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained.

This Vessel brings Cargo—From Venice, ex S.S. Polaris transhipped at Trieste.

From Levante, ex S.S. Apollo transhipped at Port Said.

Optional Cargo will be discharged here unless notice to the contrary be given immediately.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent in to the Office of the Undersigned before Noon, on the 26th instant, or they will not be recognized.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 26th instant, will be subject to rent.

Bills of Lading will be countersigned by SANDER, WIELER & Co., Agents.

Hongkong, 20th March, 1901. [320c]

**AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.**

**NOTICE TO CONSIGNEES.**

**FROM YOKOHAMA AND KOBE.**

**THE Steamship**

**"CHINA,"**

having arrived, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent in to the Office of the Undersigned before Noon, on the 26th instant, or they will not be recognized.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 26th instant, will be subject to rent.

Bills of Lading will be countersigned by SANDER, WIELER & Co., Agents.

Hongkong, 20th March, 1901. [320c]

### Today's Advertisements.

**PUBLIC AUCTION.**

**THE Undersigned have received instructions to Sell by PUBLIC AUCTION,**

**on TUESDAY, the 26th March,**

**at 11 A.M., at H.M. NAVAL YARD,**

**SUNDRY NAVAL AND VICTUALLING, OBSOLETE AND CONDEMNED STORES.**

Comprising:—

OLD IRON (including IRON TANKS and STEEL WIRE ROPE) PAPER STUFF, CANVAS RAGS.

&c., &c., &c.

Terms:—As Usual.

HUGHES & HOUGH, Government Auctioneers.

Hongkong, 20th March, 1901. [349c]

**THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.**

**FOR MANILA.**

**THE Company's Steamship**

**"ESMERALDA,"**

Captain G. T. Blackland, will be despatched as above on WEDNESDAY, the 27th instant, at 5 P.M.

This Steamer has Superior Accommodation for Passengers and is fitted with the Electric Light.

A Doctor is carried.

For Freight or Passage, apply to SHEWAN, TOMES & Co., General Managers.

Hongkong, 20th March, 1901. [348c]

**AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.**

**STEAM FOR SINGAPORE AND BOMBAY.**

(In close connection with the Co.'s Accelerated Line to TRIESTE).

**THE Company's Steamship**

**"MELPOMENE,"**

Captain Matcovich, will be despatched as above on WEDNESDAY, the 27th instant, at 5 P.M.

For Information as to Passage and Freight, apply to SANDER, WIELER & Co., Agents.

Hongkong, 20th March, 1901. [349c]

**TOYO KISEN KAISHA.**

**NOTICE.**

**CONSIGNEES OF CARGO per Steamship**

**"NIPPON MARU,"**

are hereby notified that their Goods are at their risk being discharged into Lighters and/or landed into our Godowns at Wanchai and delivery may be had either from Lighters or from our Godowns upon countersignature of Bills of Lading.

Goods remaining unclaimed after the 27th instant, will be subject to rent.

No Fire Insurance has been effected.

GEORGE ECKLEY, Actg. Agent.

Hongkong, 20th March, 1901. [7]

### Notice of Firm.

**NOTICE.**

**PACIFIC MAIL STEAMSHIP COMPANY.**

**OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.**

**TOYO KISEN KAISHA.**

**DURING MY ABSENCE from the Colony**

**Mr. GEORGE ECKLEY will take Charge of the Business of the above Companies as ACTING AGENT.**

**J. S. VAN BUREN, Agent.**

Hongkong, 19th March, 1901. [344c]

**NOTICE.**

**THE HAMBURG AMERICA LINE, HAMBURG,**

**will establish their own OFFICE at HONGKONG, Queen's Building, on the 1st of APRIL.**

**The Undersigned have been appointed LOCAL MANAGERS.**

**HAMBURG AMERICA LINE, Hongkong Office,**

**K. OLDORP, Managers.**

**W. VON JANSON, Managers.**

Hongkong, 15th March, 1901. [331c]

### Insurance.

**NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.**

**THE Undersigned AGENTS of the above Company are prepared to accept First Class FOREIGN AND CHINESE RISKS at CURRENT RATES.**

**SIEMSEN & Co.**

Hongkong, 28th May, 1899. [30c]

### EYE-SIGHT.

**Mr. N. LAZARUS, Oculist-Optician, of London and Calcutta,**

**may be consulted for SPECTACLES at 16, Queen's Road Central.**

**(B. HOUGHTON & Co.)**

**(Nearly opposite the HONGKONG HOTEL).**

**Business hours:—9 A.M. to 5 P.M.**

**A GREAT proportion of cataracts and diseases affecting those advancing in life occur to those having some deficiency in the construction of the eyes—the many years of "Eye Strain" ending in serious forms of disease.**

Glasses specially adapted in youth to those requiring them save and preserve the sight.

Constantly recurring headaches, spells of dimness when reading, weak eyes, the letters running together; any of these symptoms indicate a deficiency in the form of the eye requiring Glasses only to correct and cure.

Mr. LAZARUS supplies his SPECTACLES only after testing the sight.

**ADVICE FREE.**

Hongkong, 20th March, 1901. [345c]

### Intimation.

**A. S. WATSON & Co., LIMITED.**

**WINE AND SPIRIT MERCHANTS.**

ESTABLISHED A.D. 1841.

**SCOTCH WHISKY.**

**A.—THORNE'S BLEND, White Capsule .....**

**\$10.80**

**B.—WATSON'S GLENMORICHY, MELLOW BLEND, Blue Capsule, with Name and Trade Mark .....**

**10.80**

**C.—WATSON'S ABELLOUR-GLENLIVET, Red Capsule, with Name and Trade Mark .....**

**12.00**

**D.—WATSON'S H.K.D., BLEND OF THE FINEST SCOTCH MALT WHISKIES, Violet Capsule .....**

**14.40**

**E.—WATSON'S VERY OLD LIQUEUR SCOTCH WHISKY, Gold Capsule .....**

**15.00**

**THORNE'S BLEND and WATSON'S GLENMORICHY are high class Soda Whiskies, of greater age than most brands in the market.**

**ABELLOUR-GLENLIVET is a very old Peat Whisky, (smoky) and could not now be replaced in stock at the price.**

**D. is well known for its fine flavour.**

**E. is of superb quality and pronounced by leading local connoisseurs to be the best brand in the Hongkong Market.**

**A. S. WATSON & Co., LIMITED, HONGKONG DISPENSARY.**

**DEATH.**

**At Worthing, Sussex, on the 3rd inst., JAMES LYALL, Esq., late of Singapore, age 66.**

**The Hongkong Telegraph**

**HONGKONG, WEDNESDAY, MARCH 20, 1901.**

### NOTES AND COMMENTS.

**Russia in China.**

Reuters telegram which we publish this evening states that all the English papers comment on the grave situation at Tientsin. What particular phase of the situation is the subject of comment is not stated in the telegram, and it is to be wished that Reuters were a little more explicit. The position at Tientsin, as our correspondent there has all through the time of our occupation of that city contended, seems to have been a matter of secondary importance with the British Government, who have been so engrossed with the South African affair. We are not aware of any sudden or fresh crisis as regards our position at Tientsin and in the north of China generally; we took quite a secondary part in the Northern trouble from quite the beginning of it, and when the Germans arrived on the scene, we took third place. As matters stand at present, China seems to be putting off and gaining time with the allies, whilst she tries to compromise matters with Russia, whom she evidently, and perhaps naturally, thinks has the greatest say in Far Eastern affairs, or at any rate, she sees very plainly that Russia is the Power which acts, and insists on due attention being paid to her demands. We can temporize, thinks China, with the other allies, but with Russia, we must act, or she will act for us, in fact she hardly makes a demand on us before she takes it quietly for granted that the demand is complied with. The Standard appears to have threatened Russia with the British fleet, but the fleet is not all in Chinese waters, and if it were, we do not suppose that Russia would risk a naval battle. There would be no need for it. At Tientsin and Peking, Russia will of course have the Allies to reckon with, but Germany declines to interfere in the Manchurian question.

But Russia now seems to be threatened with widespread disturbances at home, and it is possible, that she will soon be as much hampered by the course of events there as we are with the South African war still hanging over us. The Powers, if we are to accept the statements in recent telegrams as reliable, are evidently determined to prevent Russia from disposing of Chinese affairs just as she pleases, and China should by this time know how much Russia's promises mean, and be only too ready to accept without delay the moderate demands made by the Allies. If she persists in dealing with Russia and trying to put off the Allies, she will only be hastening the eventual partition of the Empire, since to put China under the rule of the several European powers would then be the only possible way to stave off Russian encroachment.

It may be presumed that the internal troubles in Russia, if they are really serious, and likely to increase, will probably force her to either withdraw her more pretentious designs on China to enable her to attend to home affairs, or cause her to pursue her course of action in the Far East more vigorously, in order to provide a distraction and employment for her discontented millions in European Russia.

And Russia has much to gain and little to lose by a war, for she is on the verge of bankruptcy, and even if she were worsted in a struggle, would she be any worse off than she was after the Crimean war? And she was only defeated then for the time being, scotched but not killed, and has since accomplished all that the Crimean war was meant to put an end to. And if China deals with Russia, and is allowed to do so by the Allies, the former country will be slowly but surely absorbed by the latter, who will use China for her own purposes, and certainly with no more regard for the well-being of the Chinese than she has for that of her own nationals.

**Dr. Hartigan and the Sanitary Board.**

We were very much astonished when Dr. HARTIGAN became, for the second time, a member of the Sanitary Board; we were under the impression that he had had enough of it the first time and none of those who, with the full approval of the community had resigned from the first Board, would be found to accept a seat on the second.

There was no reason to suppose that they would find any improvement in the conditions of their tenure of office or that they would be able to do any more good under the reorganised Board than they had been able to do under the earlier, and there were very many indications that, possibly, the last state might be worse than the first. However, we will not say that in giving the thing another trial Dr. HARTIGAN was wrong. There might be an improvement under the new regime and the Secretary of State might have given such instructions as to prevent the operation of the influences which had nullified the efforts of the former Board. We hope that the Doctor and all those who thought with him that the Government should have another chance are now completely satisfied that with the present constitution of the Sanitary Board, no improvement is possible and that the government officials have not the faintest intention of surrendering one jot of their power to discredit and put down everything in the shape of popular or municipal government. Considering the force and vigour of the denunciations with which the Doctor has enlivened the proceedings of the Board on many occasions his letter of resignation has rather surprised us by the extreme moderation of its tone, he might have with perfect justice and propriety have said much more, but it would have been simply thrown away on the officials, and for the enlightenment of the public it was unnecessary. We are glad for his own sake that the Doctor has relieved himself from the false position in which his good nature had placed him, and we most sincerely hope that all the other unofficial members of the so called Sanitary Board will promptly follow his example.

**Mr. Whitehead's Lecture.**

We publish in another column a leading article from the *Liverpool Courier* dealing with Mr. WHITEHEAD's lecture read before the Chamber of Commerce of that city. To-morrow there will appear in our issue a summary of the lecture itself from the same journal, with a report of the discussion that ensued. The Hon. Member is to be congratulated on the opportunity afforded him of addressing so influential a body of men, so deeply interested in the subject under discussion, and on the evident effect produced by his lecture. There are few men better fitted by experience and training to address such a body on the Chinese question, and Mr. WHITEHEAD seems to have made the most of his chance. It will be a comfort to have him back among us soon; if only to enable us to say that there is one man in the Legislative Council who is capable of opening his mouth and who has something intelligible to say when he does so. As for our present members the only one who is capable, has been, in some mysterious fashion, silenced since he became a member of the Executive Council, and the others have been carefully selected because of their known incompetence or of their known subservency to the powers that be. Mr. CHATER used to be the popular representative who could be always depended on to advocate the interests of the Colony in opposition to the fads of the officials. We are inclined to think he has been had by the astute JOHNNY LOCKHART and has been persuaded that he cannot safely take part in the debates of the more popular assembly without a betrayal of the official secrets of which he has become the depositary in the Upper House. We can only account for the great change that has come over him since his elevation on this supposition. It is a great pity he is no longer a speaking member of the Legislature, for he can speak to the purpose when he wishes and his knowledge of the Colony and his very considerable business abilities make him at all times an acceptable orator. He has, we believe, the best interests of the Colony at heart—he would be a fool if he had not, for his own interests are irretrievably bound up with those of the colonists and of the Colony—and the correspondence recently published in connection with the proposed Wanchai reclamation is sufficient proof of both, if proof were needed.

**REUTER'S TELEGRAMS.**

**BRITISH SOUTH AFRICA.**

**LONDON, March 18th.**

**De Wet's Commando has broken up at Senekal.**

**GREAT BRITAIN AND RUSSIA IN CHINA.**

All the papers comment on the gravity of the situation at Tientsin and counsel the Government to be firm. The articles are moderate in tone except the *Standard*, which aggressively reminds Russia of the

vigorous, in order to provide a distraction and employment for her discontented millions in European Russia.

And Russia has much to gain and little to lose by a war, for she is on the verge of bankruptcy, and even if she were worsted in a struggle, would she be any worse off than she was after the Crimean war? And she was only defeated then for the time being, scotched but not killed, and has since accomplished all that the Crimean war was meant to put an end to. And if China deals with Russia, and is allowed to do so by the Allies, the former country will be slowly but surely absorbed by the latter, who will use China for her own purposes, and certainly with no more regard for the well-being of the Chinese than she has for that of her own nationals.

**Dr. Hartigan and the Sanitary Board.**

We were very much astonished when Dr. HARTIGAN became, for the second time, a member of the Sanitary Board; we were under the impression that he had had enough of it the first time and none of those who, with the full approval of the community had resigned from the first Board, would be found to accept a seat on the second.

There was no reason to suppose that they would find any improvement in the conditions of their tenure of office or that they would be able to do any more good under the reorganised Board than they had been able to do under the earlier, and there were very many indications that, possibly, the last state might be worse than the first. However, we will not say that in giving the thing another trial Dr. HARTIGAN was wrong. There might be an improvement under the new regime and the Secretary of State might have given such instructions as to prevent the operation of the influences which had nullified the efforts of the former Board. We hope that the Doctor and all those who thought with him that the Government should have another chance are now completely satisfied that with the present constitution of the Sanitary Board, no improvement is possible and that the government officials have not the faintest intention of surrendering one jot of their power to discredit and put down everything in the shape of popular or municipal government. Considering the force and vigour of the denunciations with which the Doctor has enlivened the proceedings of the Board on many occasions his letter of resignation has rather surprised us by the extreme moderation of its tone, he might have with perfect justice and propriety have said much more, but it would have been simply thrown away on the officials, and for the enlightenment of the public it was unnecessary. We are glad for his own sake that the Doctor has relieved himself from the false position in which his good nature had placed him, and we most sincerely hope that all the other unofficial members of the so called Sanitary Board will promptly follow his example.

**Mr. Whitehead's Lecture.**

We publish in another column a leading article from the *Liverpool Courier* dealing with Mr. WHITEHEAD's lecture read before the Chamber of Commerce of that city. To-morrow there will appear in our issue a summary of the lecture itself from the same journal, with a report of the discussion that ensued. The Hon. Member is to be congratulated on the opportunity afforded him of addressing so influential a body of men, so deeply interested in the subject under discussion, and on the evident effect produced by his lecture. There are few men better fitted by experience and training to address such a body on the Chinese question, and Mr. WHITEHEAD seems to have made the most of his chance. It will be a comfort to have him back among us soon; if only to enable us to say that there is one man in the Legislative Council who is capable of opening his mouth and who has something intelligible to say when he does so. As for our present members the only one who is capable, has been, in some mysterious fashion, silenced since he became a member of the Executive Council, and the others have been carefully selected because of their known incompetence or of their known subservency to the powers that be. Mr. CHATER used to be the popular representative who could be always depended on to advocate the interests of the Colony in opposition to the fads of the officials. We are inclined to think he has been had by the astute JOHNNY LOCKHART and has been persuaded that he cannot safely take part in the debates of the more popular assembly without a betrayal of the official secrets of which he has become the depositary in the Upper House. We can only account for the great change that has come over him since his elevation on this supposition. It is a great pity he is no longer a speaking member of the Legislature, for he can speak to the purpose when he wishes and his knowledge of the Colony and his very considerable business abilities make him at all times an acceptable orator. He has, we believe, the best interests of the Colony at heart—he would be a fool if he had not, for his own interests are irretrievably bound up with those of the colonists and of the Colony—and the correspondence recently published in connection with the proposed Wanchai reclamation is sufficient proof of both, if proof were needed.

**REUTER'S TELEGRAMS.**

**BRITISH SOUTH AFRICA.**

**LONDON, March 18th.**

**De Wet's Commando has broken up at Senekal.**

**GREAT BRITAIN AND RUSSIA IN CHINA.**

All the papers comment on the gravity of the situation at Tientsin and counsel the Government to be firm. The articles are moderate in tone except the *Standard*, which aggressively reminds Russia of the

vigorous, in order to provide a distraction and employment for her discontented millions in European Russia.

And Russia has much to gain and little to lose by a war, for she is on the verge of bankruptcy, and even if she were worsted in a struggle, would she be any worse off than she was after the Crimean war? And she was only defeated then for the time being, scotched but not killed, and has since accomplished all that the Crimean war was meant to put an end to. And if China deals with Russia, and is allowed to do so by the Allies, the former country will be slowly but surely absorbed by the latter, who will use China for her own purposes, and certainly with no more regard for the well-being of the Chinese than she has for that of her own nationals.

**Dr. Hartigan and the Sanitary Board.**

We were very much astonished when Dr. HARTIG



I have compared the above statements with the books and vouchers of the Company, and with the returns received from Manila and have found the same in accordance therewith.

THOS. ARNOLD,  
Auditor.

Hongkong, 17th March, 1901.

## THE EXPANSION OF TRADE IN CHINA.

LECTURE BY MR. WHITEHEAD.

The address upon "Expansion of Trade in China" delivered before the Liverpool Chamber of Commerce by the Hon. T. H. Whitehead, an able and independent member of the Hongkong Legislative Council, as frequent references in these columns to his vigilance and activity have demonstrated, is worthy of careful perusal by all commercial men in this country. It demands also the attention of our statesmen and politicians, for it will be seen that Mr. Whitehead strongly reflects upon the action, or rather inaction, of the Legislators; but if the commercial classes fully realised the extent and value of their own interests, it would be impossible for our political leaders and diplomatic representatives to neglect those interests as they have done hitherto.

In 1895, Dr. E. J. Eitel, in his history of the Colony of Hongkong, wrote:—"The fulcrum of the world's balance of power has shifted from the West to the East; from the Mediterranean to the Pacific. It requires no prophet's gift to see that the politics of the new future centre in the East, and that the problems of the Far East will be solved on the Pacific main. Contests will be sure to arise, and these contests Hongkong will be one of the stations most important for the British Empire. Here, even more than its bearing upon the Asiatic problem, lies the real importance of Hongkong. Hongkong will yet have a prominent place in the future of the British Empire." Half-a-century has sufficed for the fulfilment of a considerable part of these predictions. As to the commercial importance of Hongkong even now, it is enough to say that the tonnage of the port inward and outward was in the year 1899, no less than 18,100,000 tons, only 73,000 tons short of that of Liverpool for the same period. China's foreign trade increased from 127,000,000 taels in 1870 to 461,000,000 taels in 1899, an expansion in taels of 261 per cent, and notwithstanding the decline in the value of the tael, the figure for 1899 is equal to 170,000,000. Of this trade, in spite of political neglect, the share of the British Empire was 24,300,000 or 62 per cent. of the whole, while of the carrying trade we had a total tonnage of 16,620,630, or 85 per cent. of the whole. These facts show that there is something to be safeguarded as well as room for development.

On the latter point Mr. Whitehead's remarks are highly instructive. In the past forty years Japan has emerged from a position of comparative obscurity, and become one of the leading Powers of the world. In 1869 her foreign trade was of the value of 34 million yen, and in 1899 it was 435 million yen—a growth of 1170 per cent. In the same period the foreign trade of British India has expanded from 89 million rupees to 1,811 million rupees, or 103 per cent. Japan and India, in other words, have now a foreign trade equal to 41 os. 2d. and 8s. 5d. per head respectively, while that of China is only 35.6d. per head. Comparing China with India, it is found that the two Empires are about equal in extent, and not very dissimilar in their products, although China is the more fertile and possesses greater mineral resources. China has also a larger, more intelligent and industrious, and, as many content, a more docile population, and yet India's exports are threefold the value of those of China. How is this? Trade in India is encouraged and assisted by good roads, railways, and lightness of taxation, whereas the very opposite conditions prevail in China. All writers agree that the resources of China in men, minerals, and materials of every description are practically inexhaustible. If her foreign trade had developed at the same rate as that of Japan, it would in 1899 have stood at 4,000,000,000, instead of 170,000,000, and there is general unanimity on the point that her capacity for development is infinitely greater than that of Japan. But she has made 20,000 miles of railway to do her business, whereas she has only about 400. The province of Shan-si could supply the whole world with coal at the present rate of consumption for 3,000 years. The province of Szechuen could muster more able-bodied men than the German Empire, and they bear all sorts of privations cheerfully. As a matter of fact, they do submit to severe exactions as no other people would. The likin was originally a tax of "one cash per tael on all sales," but now there is practically no limit to the number of times it may be levied in the same province, and the amount of the levy depends on the greed of the collecting official. Surely it ought to be the task of the Legislators, led by that of the British Empire, to see the removal of those bonds that trade might have fair play.

Mr. Whitehead is one of those who believe in the reality of the "yellow peril." He holds it to have been demonstrated by the recent uprising, which was at least in part provoked by foreign aggression, that if the giant were to develop a national patriotism and discover his own strength in a sense hostile to relations with foreign Powers—contingencies by no means impossible—the results might be of far-reaching gravity. He advocates accord among the Powers in their action in China, and especially between Great Britain and Russia. Certainly there will have to be united action in order to secure the substitution of one uniform imperialism for the internal exactions, for that involves nothing less than the overthrow of Mandarins, a task no less formidable than the overthrow of the Manchu dynasty, now a large extent discredited even in China. But accord depends upon a common object, and strict fidelity to that object. If we were, as suggested, to send a special mission to Peking, headed by an able Minister like Lord Cromer, that might be a cause of offence to some of our allies, but none the less the experiment might be worth a trial. At any rate, it cannot be wrong to argue that the Government and the nation would wake up from a long sustained apathy and display the energy and alertness which have of late characterised the action of the Germans and the Americans. A commercial alliance at Peking would be no advantage unless he were a man of real vigour and ability, with a thorough knowledge of his China, and even then his efforts would be futile unless zealously and consistently supported. Mr. Whitehead, speaking as one well acquainted with Chinese and having large faith in their integrity, bids us pay special attention to the wise counsel of Sir Robert Hart, who not only urges that our people must keep pace with their rivals in that education which gives them to provide the thing wanted, but that they must also be engaged in trade or the working of concessions in China, and to study the susceptibilities and prejudices of the people. The Lord Mayor pointed out at the close of the address that although University College has no Chinese readers, it has no class, if this should continue to be the measure of our interest in China, it will be surprising to find that the trade statistics have greatly altered in the near future.

## UNION INSURANCE SOCIETY OF CANTON, LIMITED.

Yesterday at noon an extraordinary general meeting of shareholders in the above company was held at the Society's head office, No. 1, Queen's Buildings, Mr. R. L. Richardson presided, and there were also present Messrs C. S. Sharp, N. A. Siebs, G. H. Medhurst, J. A. Mackay (Directors), W. J. Saunders (Secretary), A. G. Wood, C. H. P. Hay, A. Fluke, A. B. Rouse, C. M. G. Burnie, and H. J. M. de Carvalho.

The Secretary read the notice convening the meeting.

The Chairman said:—Gentlemen: The object of this meeting is to confirm as a special resolution the resolution which was passed at the extraordinary general meeting held on the 18th March. That resolution is as follows:—"That in Article of the figures '57,000' be eliminated and in place thereof the figures '512,000' be inserted." I propose that this resolution be confirmed as a special resolution.

Mr. Wood seconded and the motion was carried.

The Chairman—The resolution has been confirmed and I have once more to thank you for your attendance and your votes.

## THEATRE ROYAL.

The ever-attractive "Belle of New York" was presented to a large and appreciative audience again last night. Miss Madge Grey whose first appearance in Hongkong this season is in this piece was warmly received. It is rather a disappointment that her part is a comparatively unimportant one, but the little she had to do was done in a manner that betokened a finished actress. Her small scene with Mr. Dallas was an exposition of true histrionic art. The gracefulness of her movements on the stage might well be copied by some of the lesser lights of the company.

Mr. Dallas was inimitable as the elder Bronson and avoided all temptations to over-do a difficult role. Mr. Godwin was good in the rather thankless part of the son. The only chance of doing himself justice as a clever comedian was in the two songs "Do you know?" and "Lucky Jim," the former new to a Hongkong audience.

The "polite lunatic" Pumpernickel was capably rendered by Mr. Munro; his acting rising to a very high level in the presentation of a phase of weary despair in the beginning of the second act.

Miss Evelyn de Worms sang as well as usual and the praise is sufficient. As the Belle, her rendering of "Follow On" brought down the house. Miss May Norton, is astonishingly good as Fifi, her versatile talent being as equal the mimicry of a French girl as to the presentation of a maiden of Bow Dells.

Miss Bertha Hunter's clear and well trained soprano, that has made her a favourite with Bombay and Poonia audiences showed to advantage in the pretty comic song "Dinah."

The dancing of Miss Violet Capell showed up in pleasing contrast to the tepid character attempts of the rest of the company, whose efforts in this line are not remarkable for their success.

## LEGAL INTELLIGENCE.

### SUPREME COURT.

#### CRIMINAL SESSIONS.

Before His Honour Sir John Carrington, Kt., C.M.G., (Chief Justice.)

March 20th.

THE MURDER ON THE STEAMER "PATRICUS."

The hearing of the case against Louis Aro, gantli, who stood on an indictment charging him with the murder of Choi Wai on the steamer *Patricus*, from Singapore to Hongkong on the 6th of February last, was resumed to-day.

The jurors were—Messrs. A. Gocke, H. E. Hammon, M. J. Jensen, A. M. Phillips, E. Arnold, W. J. Wright, C. W. Pryne.

Dr. Ho Kai appeared for the defence. He said that he had no really reliable account of what had led to the death of the deceased. There had been a dispute between the Chinese firemen and the deceased. From words it came to blows and in that scuffle, a very confined place, the assault and quarrel came to a conclusion with the prisoner, or someone else may be, using a knife, and the deceased met his death by a stab from the knife. After this affair had happened, the row subsided and it seemed to him that the general disposition amongst the Chinese witnesses was to indicate not all sure about him. There were indications of the implication of both of the Manila men and it seemed to him that this implication, instead of the Chinese trimmer, might have been the reason for the offence. Accidentally it came out in evidence that the intention was to tie up both of the Manila men who were on the ship, and that it was the captain who kept back one of the men and had the other sent forward. It was not asking a very great stretch of imagination to ask the belief that there were indications of implicating both of the Manila men. Then about the fight; he gathered that there was not only a fight but a fight between the Chinese and the Manila men. If there was any doubt as to whether the prisoner killed the deceased, he would ask the jurors to consider whether he killed him with malice aforethought, or whether he did it only when he received a blow, or other provocation, which resulted out of the fight. If the jurors found that the prisoner killed the deceased in a fight, then they should bring in a verdict of manslaughter, and furthermore if they found that the prisoner fought with the deceased, and, as represented by one of the witnesses, that he whipped out a knife and simply struck a blow in self defence, it would still be a verdict of manslaughter.

The case having concluded His Lordship summed up the facts to the jury.

The jury found a verdict of guilty of manslaughter against the prisoner, and His Lordship passed sentence of fifteen years imprisonment.

The prisoner spoke Spanish and the case was interpreted to him throughout by Mr. N. A. Sales.

## AT THE MAGISTRACY.

March 19th.

THE VITIOL OUTRAGE ON THE PRAYA.

Yesterday afternoon Yeung Kun, a store coolie, at H. M. Naval Yard, and Lo Tsai, a coolie employed at Jardine's bazaar, were charged on remand with feloniously, unlawfully, and maliciously throwing upon one Francis George Reek, leading man of stores at H. M. Naval Yard, a certain corrosive fluid, with intent in so doing to burn the complainant; and Leung Pui, blacksmith, was charged on remand, with procuring Lo Tsai to throw the vitriol.

Mr. J. Hays (Messrs. Johnson Stokes and Matheson) appeared for the first defendant, Yeung Kun.

The Hon. F. H. May, C.M.G. (Captain Superintendent of Police) presided.

Mr. Hays said that with reference to the charge against Leung Pui he did not propose to offer evidence, and asked his Worship to discharge the prisoner. Regarding Yeung Kun, it was not intended to proceed against him, on the charge of actual participation in the crime, but he would be proceeded against for being an accessory before the fact.

Leung Pui, who accordingly discharged, and the case against Lo Tsai proceeded with.

The defendant pleaded guilty to the charge. His Worship—in this case I shall commit for trial, so it is necessary for me to hear the evidence, notwithstanding the defendant's plea.

A fitter at Quarry Bay Sugar Refinery was first called and examined. He said that he lived in the same house as Lo Tsai, the defendant. He remembered the 12th inst. On that day he had a conversation with another man, and on going home he told the defendant that Ah Pui, the man witness had been talking to, had asked him (witness) to throw some "medicine water" on an Englishman. The defendant said he would do it for \$10.

Previous to this, witness said he had mentioned that that was the amount to be paid. Witness knew Yeung Kun, he belonged to the Dockyard, where he was storekeeper. On the 12th inst. witness saw Yeung Kun, between eight and nine o'clock at night. Yeung Kun rode to witness's house on a bicycle. He entered the house, the defendant being present at the time. Yeung Kun said to witness—"You promised Ah Pui to do that?"

Witness asked—"Which Ah Pui?" and Yeung Kun replied—"Leung Pui." Yeung Kun then said to the witness—"The affair about throwing medicine water." Defendant asked—"What kind of medicine water?" and Yeung Kun replied—"Medicine water that is not dangerous." Yeung Kun then offered the defendant more if the latter would do it for him, promising also to engage a solicitor if there was any trouble. The defendant accepted Yeung Kun's terms, and the latter said he was leaving said—"Don't fail!"

Yeung Kun had gone the defendant went out, and on his return at ten o'clock told witness that he had promised Ah Pui to do it next morning. On that morning, between five and six o'clock, defendant asked witness if he was coming, and after a little the latter consented to go. They went along the Praya, and in Ship Street met Ah Pui, who took the defendant to where Ah Kun was waiting. The latter took from his pocket a bottle of "medicine water," and told the defendant to buy a bowl. The purchase was made, and all four then went down the lane by the French Convent to the Praya. Witness, followed by Ah Pui, went eastward, whilst Ah Kun went westward. Defendant poured the contents of the bottle into the bowl, which he placed on the stone parapet on the Praya. The spot where the bowl was placed was across the street from the Convent. As witness walked away he saw an Englishman coming along in the middle of the road. Turning round, witness saw Yeung Kun go up to the defendant and then leave him, going up the lane by the convent.

Defendant then picked up the bowl and threw the contents over the Englishman, who snatched at his handkerchief and wiped his face. As he was doing this the defendant ran away. Witness saw another Englishman in a ricksha, who allowed the first Englishman to get into his vehicle.

Edward Phay, an employee at the Ordnance stores, living at 41, Morrison Hill Road, said he knew Mr. Reek by sight. On the morning of the 14th inst., at about twenty minutes to seven, as witness was riding in a ricksha on his way to the office, he noticed Mr. Reek walking in front. When about twenty yards ahead of witness, and near the French Convent, a coolie darted from the direction of the Praya wall, and threw a basin of fluid over Mr. Reek, who called out—"Oh, my eyes." Witness jumped out of his ricksha, and ran after the coolie, but was unable to catch him. He then returned to Mr. Reek, and noticed that his hat and clothes were burnt. As soon as he jumped out of the ricksha witness noticed one of the Ordnance Store coolies on the land side of the Praya, standing near the Naval Canteen. He identified the coolie in court.

This coolie was the next witness. He said that as he was going to his work he saw his master, the last witness, take the defendant, whom witness was able to identify. Witness was standing under the verandah of the Convent, and the defendant passed about three feet from him. A European was standing in front of him, and the defendant, upon which there were marks. On the same day, about 3.30 p.m., witness went to the Naval Yard with a detective sergeant, where he waited for an hour, but did not see the defendant. Later, on coming out of the yard, witness saw the defendant at the gate, where he was standing with six or seven other coolies. Witness pointed him out to the sergeant, who arrested him.

Mr. Hays—What about bail for Yeung Kun, your Worship?

His Worship—I could fix bail, but I should make it prohibitive.

Mr. Hays—I am prepared to find bail up to \$4,000.

His Worship—I would not fix it at less than \$10,000, but unless it is consented to by the prosecution I shall not allow bail.

Mr. May—I do not consent to bail.

The hearing of the charge against Yeung Kun will be proceeded with on Tuesday, the 26th inst., at 2.15 p.m.

## STEALING CIGARS.

Before Mr. Hazeldan today a coolie was charged with stealing a case containing 50 boxes cigars, the property of Mr. Johansson, 5, Ice House Street. The cigars were worth \$200 and the theft took place on the 16th inst.

Three coolies were charged with receiving the goods, well-knowing them to have been stolen.

Mr. D'Almeida appeared for the defence. His Worship sentenced the thief to six weeks' hard labour and two receivers to two months' hard labour. One of them was discharged.

Sergeant Mursion brought the case up and was very successful in recovering about 30 boxes of the cigars.

March 20th.

THE WRECK OF THE "RIO JANEIRO."

FULL ACCOUNTS OF THE DISASTER.

Vancouver and Victoria papers received by the *Empress* now bring full accounts of the wreck of the P. M. S. *City of Rio de Janeiro* at San Francisco. The following cable, dated from San Francisco, Feb. 22nd gives the first statements:

The steamer *City of Rio de Janeiro*, Captain Ward, from the Orient and Honolulu, struck on a rock early to-day just outside the Golden Gate, and sank in 20 minutes. A large number of persons were drowned. The steamer was lying off the Heads all night. An unusually heavy fog prevented her from entering the harbour. This morning she weighed anchor and headed for the city in charge of Pilot Frank Jordan. Shortly afterwards the vessel struck a hidden rock and Pilot Jordan shouted for all on board to take to the boats. The wildest confusion prevailed. The passengers and crew

escape from the rapidly-sinking vessel many jumped overboard. Captain Ward ordered several of the boats alongside and the bodies of the cabin and some of the male passengers were placed in them. The boats were manned by part of the crew and headed city-wards. So far as is known but three of the ship's boats left the vessel.

On board the *Rio* were 29 cabin passengers, 130 in the steerage, and 40 in the crew. Tugs and other small boats quickly put out from this city for the scene of the disaster and picked up the rescued.

It is reported that Captain Ward locked himself in his state room and went down with the vessel. Pilot Frank Jordan was picked up by one of the boats. He was severely injured and was taken to the Hospital.

The vessel sank in less than 20 minutes and it is certain that the list of casualties will be large. Her smoke-stack and part of the pilot-house are above water. Nineteen of the Chinese are known to have been rescued.

Herr Hechts, a German officer, was rescued by the life-saving crew, and upon being taken ashore, was driven to the California Hotel. He said through an interpreter that the fog prevented him from seeing what was going on in the work of rescue. He procured a life preserver, fastened it about his waist and jumped overboard. He was in the water only a short time when rescued.

Pilot Jordan was taken on board yesterday afternoon inside the Farallones. The ship lay to until 4.30 this morning, when the weather cleared somewhat. The steamer then started under half-steam toward Point Benito. She held to her course until 5.20, when she struck a rock. There was a terrible shock. The vessel kept an even keel for 15 minutes, when she suddenly plunged downward, bow first. A boat had been launched to examine the vessel's position. The boat contained Third Officer Holland and J. K. Carpenter, a capitalist of Oakland. The *Rio* in her plunge struck the little craft and it was destroyed. Carpenter was picked up, but it is not known what he came of. The Third Officer, Captain Ward stood on the deck and superintended the launching of lifeboats and rafts.

Later. The number of lives lost in the wreck of the *Rio* is variously estimated at from 50 to 150. It is almost certain that Consul Wildman, his wife and two children are among the lost. Nothing has been seen of the Wildman family since the vessel struck the rock. Purser John Rooney is missing and all his papers are thought to have gone down with the vessel. Unless he is found alive or his pouch recovered the total loss of life until the agents of the Company in the Orient and in Honolulu send their passenger lists. One of the passengers gives it as his belief that the loss of the vessel was caused by the explosion of her boilers.

The bodies of four Chinese and two white women have been washed ashore. The *Rio* is now entirely under water.

There are several conflicting stories concerning the fate of Captain Ward. The steward says that he stood beside the Captain, when the vessel went down. It is certain that Captain Ward was drowned, however.

From stories from survivors of the calamity, all of which conflict more or less, in detail, it is safe to presume that Pilot Jordan is the only living person qualified to tell how the catastrophe happened, and who is responsible for it.

Captain Ward is stated to be dead, and between him and the Pilot the ship was steered to her doom. Jordan's story is to the effect that when the ship had entered the Heads the fog enveloped her. He notified the Captain that it was unsafe to proceed, but the latter ordered him to go ahead. The Captain's order was obeyed, and therein the Pilot confesses himself at fault, for, from the moment he took the ship in hand, his authority in all matters pertaining to her navigation was supreme and he was responsible for her safety, and the lives of the people aboard her.

There also conflicting statements as to the conduct of the officers and crew. Some say that the officers and sailors were cool and conscientiously endeavoured to get out the boats, while others declare that as soon as the seriousness of the situation became apparent, there was an end to discipline among the crew, and that it was "every man for himself."

Ward's voice was heard above the shrieks of the women, and the howling of the Chinese, ordering his men to save the women. In the launching of the boats, it is said, confusion prevailed, and one load of passengers and sailors was upset into the sea. The first boat that got away carried several of the ship's officers; another boat was impaled upon a spar, as the men aboard it were trying to row it away from the suction caused by the sinking vessel. Four boats were cleared, so far as can be ascertained, only one of them got safely away, and landed its passengers. Italian fishermen rescued the others.

There is a story that about three-fourths of a mile south of Fort Point, and about a thousand yards off the rocky shore, Quartermaster Lindstrom says that the *Rio* was carefully used while the ship was coming in, and that the sounding taken a moment before she struck, showed a depth of water more than sufficient to float a vessel of double her draught. Fog signals were constantly sounded and every possible precaution was taken against accident. Lindstrom is at a loss to account for the ship getting so far from the regular channel. He had the wheel when the steamer struck and his narrative is interesting.

"I was on the look-out," he said, "when I heard the pilot yell, and next instant the ship struck. Instantly all was confusion. Many of the passengers assembled on deck to see the harbour as the ship passed, and the women seemed to lose control of themselves. They screamed, and the men, crew and passengers, apparently, were dazed by the suddenness of the calamity. My attention was claimed by the ship, however, and I saw at once she was badly punctured. When I saw that all hope of saving the vessel was lost, I turned to, and aided the officers and crew in saving the passengers. The Chinese were even more panic-stricken than the white women. They rushed about the deck, howling, and some of them jumped overboard in their frenzy. We did our best to get the boats out, but our time was limited, and I don't know just how many boats were launched. I saw three boats filled with people escape the ship, but what became of them I had no means of ascertaining."

A San Francisco cable of Feb. 23rd further says:—"The sinking of the Pacific mail steamer, *Rio de Janeiro*, after striking a rock in the Golden Gate during the dense fog yesterday morning, was the most appalling disaster this Coast has known for many years. Most of the bodies of the 120 or more victims are at the bottom of the sea, and many may never be recovered. The water where the ship lies is deep and the current swift, and the dead with most of the wreckage probably will be carried far out into the Pacific. The number of lives lost may never be exactly known, owing to the fact that the ship's records were lost, and it is practically impossible to tell just how many Chinese were in the steamer. The *Call*, too, basing its figures on the statements of the Pacific Mail Steamship Company officials, says that 122 persons perished in the *Rio* disaster."

It cannot be accounted for. The vessel with its valuable cargo will be a total loss. Much difficulty has been experienced in obtaining the names of the passengers and crew.

Mr. R. B. Schwen, Vice-President and General Manager of the Pacific Mail Steamship Company, in discussing the loss of the *Rio de Janeiro*, said he thought that Captain Ward was to blame in bringing his vessel in during a fog. "Time and again," said Mr. Schwen, "we have warned our captains never to leave or enter port during a fog. It is erroneous to think that when a pilot boards a vessel, the Captain has no responsibility. A pilot is simply a guide for a captain. The statements made to me by Pilot Jordan indicate that there was a fog hanging around the Heads, and I think that undue haste was shown by the Captain in bringing his vessel in. I cannot understand why there should have been so much haste shown considering the vessel lay outside all night. Capt. Ward was a careful officer and I learn that when he reached Honolulu with the *Rio* he waited outside the bar for 4 hours rather than take any chances in the rough weather. Of course he is not here to speak. I wish that he were, for he was one of our best officers. He was brought up in our service and we all feel deeply over his loss and those of his comrades."

The Steamship Company estimates that, of the Chinese crew, 35 were drowned.

No attempt has been made to place the blame for the disaster, but the Pacific Mail Company's officials state that the Pilot was subject to the orders of the Captain, who went down with the ship.

The wreck of the *Rio*, which, for a while, hung on a pinnacle of the rock which she struck in the Golden Gate, so that parts of the upper works were visible, has slid off into deep water and is now entirely submerged.

Fort Point, opposite which Pilot Jordan claims the vessel struck, marks the narrowest part of the entrance to the bay and is usually given a wide berth by mariners. The tide here runs high and at times has a swirling motion.

Off Fort Point lie several sunken rocks, forming a dangerous ledge on the southerly edge of the Fairway Channel of the Golden Gate, but close under the shore; there is a light on top of the fort, and a fog bell, but the latter cannot be heard far when a westerly wind is blowing.

Pilot Jordan declares that the loss of the steamer could not be foreseen. According to his story the vessel drifted half-a-mile broadside in the fog that enveloped the home-bound steamer like a pall, and no man could have judged either the direction or the velocity of the invisible current that changed her course and sent her on the Fort Point ledge.

Since 1890 the *Rio* had several accidents. During the past fifty years the Pacific Mail Steamship Company has lost nineteen of their fleet. The foundering of the *Rio de Janeiro* does not result in the greatest loss of life, as 100 of the passengers for the Golden Gate, were lost off the Coast of Mexico in 1862, while 400 Chinamen were lost in the early seventies.

Another cable (of Feb. 22nd) states: A number of Italian fishermen who were just starting out this morning, saw the sinking of the *Rio de Janeiro*, and at once hastened to render every assistance in their power. While all this was going on, Captain Ward was directing the passengers, and trying to keep them from panic. He succeeded only partially, as many of the terrified people rushed to the railings and jumped overboard. Some of these were picked up; others were drowned.

The Chinese crew, to the number of more than 100, was terrorised. Some of them huddled in little groups, chattering in fear. Others crouched close to the deck, moaning pitifully. Many jumped into the sea.

Captain Ward remained on deck until the vessel had settled such an extent that the water was engulfing him. Then he went upon the bridge, and from there continued to issue his directions, although by this time the confusion was so great, that few paid any attention to his commands.

That the steamer sank almost immediately after striking, is the report of a majority of those saved. Some of the passengers say that she instantly listed forward and that in five minutes she went down, while others declare that she stayed afloat for half-an-hour after she struck.

There are several conflicting stories concerning the fate of Captain Ward. The Steward of the *Rio* says that he stood beside the Captain when the vessel went down. Two other survivors say that they also saw the Captain to the last, but Frederick Lindstrom, the Quartermaster of the *Rio*, emphatically declares that Captain Ward remained Admiral Tryon, of H.M.S. *Victoria*, in going down with her behind a locked door.

Quartermaster Lindstrom was one of the first to land at Meigs' Wharf, this morning, and one of the first statements he made was that Captain Ward had gone down with the wrecked ship. According to his story, Captain Ward after consulting with Pilot Jordan, came down from the bridge. He was standing on the deck when the vessel crashed upon the rocks. There was a cry of "man the boats," but it was apparent that, in the midst of the awful confusion, a systematic effort to save the passengers, would be of no avail. Everybody was scrambling for his safety.

It was at this time that Lindstrom says that he saw Captain Ward standing on the forward deck. Suddenly the Captain turned, and walking hurriedly to his cabin, disappeared behind the door, which he closed. A second later, the vessel was plunging to the bottom of the sea. Captain Jordan, the Pilot of the *Rio*, was rescued by an Italian fishing boat.

One boat got clear of the vessel. This contained the following persons: Mrs. West, Mrs. Ripley, Chief Engineer Herlihy, Second Officer Coghlan, Frank Crump, J. R. Ritzell, Storekeeper Rorger, water tender B. Lane, Quartermaster R. Mathieson, and Captain Hecht, of the German Navy. This boat got clear of the sinking vessel, and stood by to help in picking up those who had not got into the boats and were in the water. Another boat, containing Third Officer Holland, and J. K. Carpenter, got away, but was drifted close under the bow of the steamer. As the forward end of the vessel plunged downward, the prow caught the boat, and cut it in two. The two men in the boat were uninjured, and swam away from the sinking steamer, just in time to avoid being caught in the swirl of the water, caused by the settling of the big ship.

## Shipping.

ARRIVALS.  
KÖNIG ALBERT, German steamer, 6,580. O. Clippers, 19th Mar.—Hamburg 16th Feb., and Singapore 16th Mar., Mails and General.—Melien & Co.

YAWATA MARU, Japanese steamer, 2,367. A. E. Moses, 19th Mar.—Australian Ports and Mad. Manilla 17th Mar., General.—Nippon Yusen Kaisha.

AIJAX, British steamer, 4,477. H. E. Batt, 19th Mar.—Singapore 14th Mar., General.—Butterfield & Swire.

NANSHAN, American collier, 1,344. F. E. Ridgely, 19th Mar.—Wooing 16th Mar. AJAVAL, German gunboat, 700. K. K. K. 19th Mar.—Canton 16th Mar.

DINGO MARU, Japanese steamer, 3,870. J. J. J. 19th Mar.—Hankow 16th Mar.

ARRIVALS.  
KÖNIG ALBERT, German steamer, 6,580. O. Clippers, 19th Mar.—Hamburg 16th Feb., and Singapore 16th Mar., Mails and General.—Melien & Co.

YAWATA MARU, Japanese steamer, 2,367. A. E. Moses, 19th Mar.—Australian Ports and Mad. Manilla 17th Mar., General.—Nippon Yusen Kaisha.

AIJAX, British steamer, 4,477. H. E. Batt, 19th Mar.—Singapore 14th Mar., General.—Butterfield & Swire.

NANSHAN, American collier, 1,344. F. E. Ridgely, 19th Mar.—Wooing 16th Mar. AJAVAL, German gunboat, 700. K. K. K. 19th Mar.—Canton 16th Mar.

DINGO MARU, Japanese steamer, 3,870. J. J. J. 19



## Mails.

## NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY).



PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
BINGO MARU	MARSEILLES, LONDON & ANTWERP, via SINGAPORE, PENANG, COLOMBO and PORT SAID	FRIDAY, 22nd Mar., at Daylight.
YAWATA MARU	NAGASAKI, KOBE and YOKOHAMA	FRIDAY, 22nd Mar., at Noon.
YAMAGUCHI MARU	MOJI, KOBE and YOKOHAMA	TUESDAY, 26th Mar., at Noon.
ROSETTA MARU	SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	FRIDAY, 29th Mar., at 4 P.M.

For further information as to Freight, Passage, Sailings, &amp;c., apply at the Company's Local Branch Office at Prince's Building, 1st Floor, Chater Road.

A. S. MIHARA,  
Manager.

Hongkong, 9th March, 1901.

## HAMBURG-AMERIKA LINIE.

## NORDDEUTSCHER LLOYD.

OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT, BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG.  
SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
MARBURG	HAVRE and HAMBURG, via LONDON with transshipment in HAMBURG	About 27th March.
SAVOIA	HAVRE and HAMBURG, via LONDON with transshipment in HAMBURG	About 4th April.
BAMBERG	HAVRE and HAMBURG, via LONDON with transshipment in HAMBURG	About 8th April.
SIBIRIA	HAVRE and HAMBURG, via LONDON with transshipment in HAMBURG	About 15th April.

These Steamers have Superior Accommodation for Passengers and carry a Doctor and a Stewardess.

For further Particulars as to Freight, &amp;c., apply to CARLOWITZ &amp; Co., Agents.

HAMBURG-AMERIKA LINIE, NORDDEUTSCHER LLOYD, OSTASIATISCHER FRACHTDAMPFER DIENST.

## TOYO KISEN KAISHA.

TO SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.	
NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Hon- olulu)	Thursday, 28th Mar., at Noon.
AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Hon- olulu)	Tuesday, 23rd April, at Noon.
HONGKONG MARU (via Shanghai, Naga- saki, Kobe, Inland Sea, Yokohama and	Thursday, 16th May, at Noon.

## THE Twin Screw Steamship

"NIPPON MARU," will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on THURSDAY, the 28th instant, at Noon, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European Officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

## U.S. MAIL LINE.

PACIFIC MAIL STEAMSHIP CO.

VIA INLAND SEA OF JAPAN AND HONOLULU.

# PROPOSED SAILINGS FROM HONGKONG.

*City of Peking* (via  
Shanghai, Nagasaki,  
Kobe, Inland Sea,  
Yokohama & Honolulu).....

Tuesday, 30th April,  
at Noon.

*China* (via Shanghai,  
Nagasaki, Kobe, Inland Sea, Yokohama  
and Honolulu) .....

Saturday, 25th May,  
at Noon.

## THE U.S. Mail Steamship

"CITY OF PEKING," will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on TUESDAY, the 30th April, at Noon, taking Passengers and Freight for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States of Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European Officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

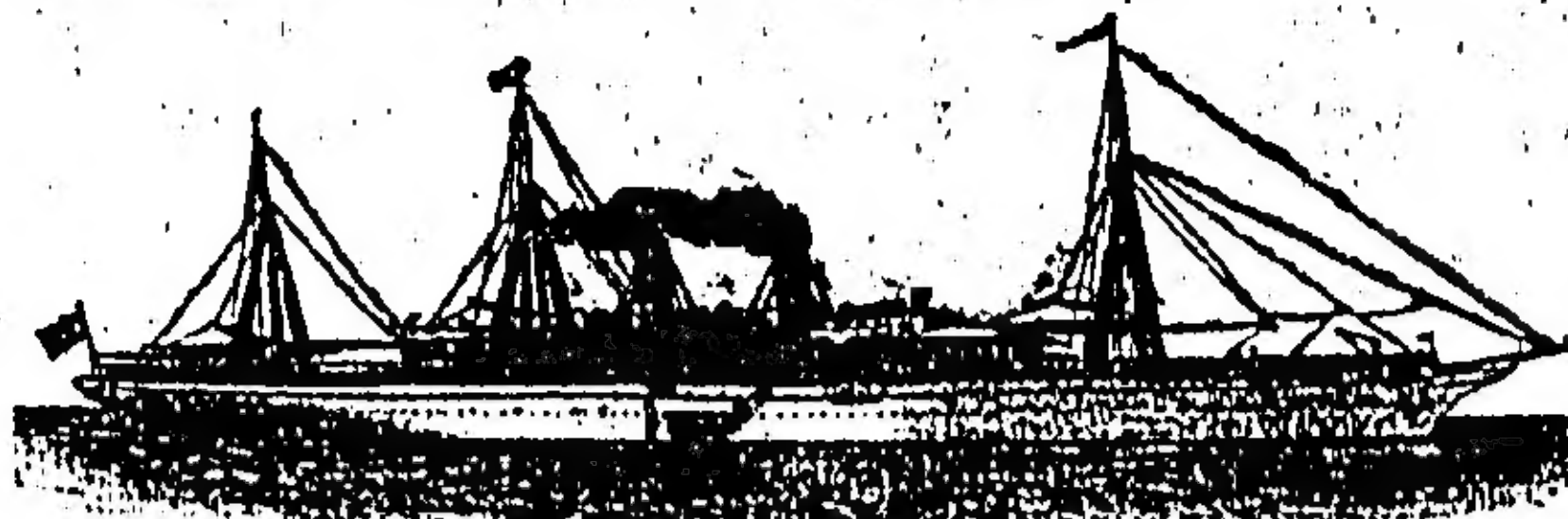
Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

## Mails.

## CANADIAN PACIFIC RAILWAY COY'S ROYAL MAIL STEAMSHIP LINE.



SAFETY. SPEED. PUNCTUALITY.  
THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.  
(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)  
Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R...WEDNESDAY, 3rd April.  
EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R...WEDNESDAY, 24th April.  
EMPRESS OF JAPAN...Comdr. H. Pybus, R.N.R...WEDNESDAY, 15th May.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS TO A WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL TRANS CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of its MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide, Books, Rates of Passage, &c., apply to D. E. BROWN, General Agent, Pedder's Street.

Hongkong, 13th March, 1901.

## OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE.

VIA THE OVERLAND RAILWAYS, AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu.)	Saturday, 13th April, at Noon.
Gaelic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu.)	Tuesday, 7th May, at Noon.
Doric (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu.)	Saturday, 1st June, at Noon.

## THE Company's Steamship

"COPTIC," will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on SATURDAY, the 13th April, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States of Canada. Rates, and particulars of the various Routes may be obtained upon application.

Special rates (First-class only) are granted to Missionaries, members of the Naval, Military, Diplomatic and Civil Services, to European Officials in the service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed a discount of 10 per cent. This allowance does not apply to through fares for China and Japan to Europe.

All PARCEL PACKAGES should be marked to address in full and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN,  
Agent.

Hongkong, 19th March, 1901.

## CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE ATCHESON TOPEKA &amp; SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM HONGKONG TO SAN DIEGO AND SAN FRANCISCO.

VIA SHANGHAI, INLAND SEA OF JAPAN AND HONOLULU.

Taking Cargo and Passengers to JAPAN PORTS, and HONOLULU, THE UNITED STATES, &amp;c.

Strathgyle... 15,023 Saturday Mar. 30

## THE Steamship

"STRATHGYLE,"

will be despatched for SAN DIEGO and SAN FRANCISCO, via MOJI, KOBE, YOKOHAMA and HONOLULU, on or about SATURDAY, the 30th March.

Through Bills of Lading issued to any point in the United States, will be received at the Office until 5 P.M. the day previous to sailing. Parcel packages will be received at the Office until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices to accompany cargo destined to Points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further information as to Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

## NORTHERN PACIFIC STEAMSHIP COMPANY.

PROPOSED SAILINGS FROM HONGKONG.

VIA SHANGHAI, INLAND SEA OF JAPAN, KOBE AND YOKOHAMA.

FOR VICTORIA, B.C. AND TACOMA, IN CONNECTION WITH NORTHERN PACIFIC RAILWAY CO.

Steamers.	Tons.	Captains.	Proposed Sailings.
Queen Adelaide	2,832	F. McNair	Mar. 29
Clanbrail	3,750	W. Frakes	April 1
Clanbrail	3,750	J. B. Keane	April 12
Olympia	2,837	J. Truebridge	April 26

THE attention of Passengers is directed to the very cheap rates offered by this line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and to EUROPE.

HONGKONG TO LONDON £52. Excellent accommodation. First-class Table. Doctor and Stewardess carried.

Passengers to EUROPE may proceed by one of the first class ATLANTIC MAIL LINES.

The Railroad travelling is second to none on the American Continent; two trans-continental trains daily from TACOMA. DINING CAR is attached to trans-continental trains day and night; TACOMA to New York in 41 days. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK route.

HONGKONG TO VICTORIA, TACOMA £35. The best route to the KLODYER GOLD FIELDS. Frequent Sailings from VICTORIA, TACOMA to DYER and ST. MICHAEL.

Rates of Passage to other Points on application.

Special rates allowed to members of Government Services.

For further information as to Passage or Freight, apply to DODWELL & Co., LIMITED, General Agents.

Hongkong, 9th March, 1901.

## THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL and AMERICAN PORTS).

THE Steamship "PLASSY,"

Captain C. F. Preston, R.N.R., carrying Her Majesty's Mails, will be despatched from this for MARSEILLES and LONDON, on SATURDAY, the 30th instant, at Noon, taking Passengers and Cargo for the above Ports.

All cargoes for France, and London, will be conveyed direct without transshipment.

Cargo for Bombay will be transhipped at Colombo into the S.S. "MAZAGON." Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and value of all Packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars, apply to H. A. RITCHIE, Superintendent.

Hongkong, 18th March, 1901.

NOTICE. NEITHER THE CAPTAIN, THE AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crews of the following Vessel during her stay in Hongkong Harbour:—ADOLPH ONIP, American ship, Amesbury.—Standard Oil Co. MOZAMBIQUE, British ship, Robt. Clerance.—Standard Oil Co. SEA WITCH, American ship, Howes.—Master HATTIE C. SMITH, American schooner, Riley.—Master

## Shipping—Steamers.

## CHINA NAVIGATION COMPANY, LIMITED.

FOR	STEAMERS.	TO SAIL.
SHANGHAI	"KWANGSE"	21st instant.
SHANGHAI	"HUNAN"	21st instant.
TAIWANFOO	"HUNAN"	23rd instant.
AMOY and MANILA	"SUNGKANG"	25th instant.
CEBU and ILOILO	"KAIFONG"	27th instant.
MANILA	"TAIYUAN"	29th April.
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE.	"TAIYUAN"	9th April.

For Freight or Passage, apply to

BUTTERFIELD &amp; SWIRE, AGENTS.

Hongkong, 19th March, 1901.

## OCEAN STEAMSHIP COMPANY.

## OUTWARDS.

FROM	STEAMERS.	DUE.
GLASGOW and LIVERPOOL	"PYRENEUS"	29th instant.
GLASGOW	"ANTENOR"	1st April.
	"ULSSES"	11th April.

## HOMEWARDS.

FOR	STEAMERS.	TO SAIL.
LONDON	"STENTOR"	2nd April.
	"IDOMENEUS"	16th April.
	"AGAMEMNON"	23rd April.
	"AJAX"	30th April.
LIVERPOOL (DIRECT)	"TANTALUS"	15th April.

For Freight, apply to

BUTTERFIELD &amp; SWIRE, Agents, O. S. S. Co.

Hongkong, 19th March, 1901.

## AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM TO YOKOHAMA AND KOBE.

THE Company's Steamship

"TRIESTE," Captain Mitis, will leave for the above places, TO-MORROW, the 21st instant, at Noon.

For Freight or Passage, apply to SANDER, WIELER & Co., Agents.

Hongkong, 20th March, 1901.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"LOONGSANG," Captain Weigall, will be despatched as above TO-MORROW, the 21st instant, at 4 P.M.

This Steamship has Superior Accommodation for First class Passengers, is fitted throughout with Electric Light and carries a Doctor.

For Freight or Passage, apply to JARDINE, MATHESON & Co., General Managers.

Hongkong, 20th March, 1901.

"BEN" LINE OF STEAMERS.

FOR NAGASAKI, KOBE AND YOKOHAMA.

THE Steamship

"BENCLEUCH," Captain Thomson, will be despatched as above TO-MORROW, the 21st instant.

For Freight, apply to GIBB, LIVINGSTON & Co., Agents.

Hongkong, 20th March, 1901.

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR TAMSUI VIA SWATOW &amp; AMOY.

THE Company's Steamship

"MAIDZURU MARU," Captain K. Sobajima, will be despatched for the above Port, on SUNDAY, the 24th instant, at Daylight.

For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 18th March, 1901.

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR FOCHOW VIA SWATOW AND AMOY.

THE Company's Steamship

"ANPING MARU," Captain S. Atsumi, will be despatched for the above Port, on WEDNESDAY, the 27th instant, at Daylight.

For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 13th March, 1901.

FOR NEW-YORK VIA PORTS AND SUEZ CANAL.

With Liberty to call at MANILA.

THE Steamship

"GYMERIC," will be despatched for the above Port about the end of March, 1901, and will be followed by the S.S. "RICHMOND CASTLE," "PATHAN," "FERDENE" and "LOWTHER CASTLE."

For Freight, apply to DODWELL & Co., LIMITED, Agents.

Hongkong, 11th March, 1901.

## NIPPON YUSEN KAISHA.

FOR MANILA.

THE Company's Screw Steamship

"ROSETTA MARU," (3,411 Tons Gross, Captain N. Tai), will be despatched for the above Port, on FRIDAY, the 29th instant, at 4 P.M.

This Mail Steamer is provided with Superior Accommodation and with all modern fittings and improvements for the safety and comfort of Passengers. Doctor and Stewardess carried.

Return Tickets issued by this Company are available for return by steamers of the other Lines.

For Freight or Passage, apply to A. S. MIHARA, Manager.

Hongkong, 19th March, 1901.

## Consignees.

NOTICE TO CONSIGNEES.

FROM MIDDLESBRO, LONDON AND STRAITS.

THE Steamship

"RADNORSHIRE," Captain Burch, having arrived from the above Ports, Consignees of Cargo are hereby informed that their goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns and all Goods remaining undelivered after the 20th instant, will be subject to rent.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 19th instant, at 4 P.M.

No Fire Insurance has been effected. Bills of Lading will be countersigned by SHEWAN, TOMES & Co., Agents.

Hongkong, 14th March, 1901.

NOTICE TO CONSIGNEES.

THE P. &amp; O. S. N. Co.'s Steamship

FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo



## SANITARY BOARD.

A meeting of the Sanitary Board will be held on Thursday, 21st March, at 4.15 p.m.

## ORDERS OF THE DAY.

1. Resignation of Mr. James McKie.
2. Minute by His Excellency relative to the provision of bath-houses for Chinese Coolies.
3. Report of Dr. Thomson on the presence of the larvae of the anopheles mosquitoes in the neighbourhood of the Cattle Depot at Kennedy Town.
4. A Report of the Deputy Superintendent of Police on the scavenging of the roads of Kowloon.
5. Reply from Government relative to the new Western Market.
6. Minute by the Medical Officer of Health concerning the question of the height of buildings in relation to the width of the streets on which they front.
7. Correspondence relative to the erection of a Cattle Crematorium at Kennedy Town.

## AGENDA.

1. Analyses of public water supplies for the month of January.
2. Plans for the Victoria Hospital for women and children.
3. Lime-washing return for the fortnight ended March 18th, 1901.
4. A return of the Plague cases in the district of Tainan for the ten days ended February 21st, 1901.
5. Statements showing the number of Plague cases and deaths in Bombay City, from 22nd January to 4th February, and from the 5th February to 18th February, 1901.
6. Removal of quarantine restrictions at Burma ports against arrivals from Hongkong.
7. Plague restrictions imposed in Burma against arrivals from Hongkong.
8. Weekly report of cases of Plague, deaths, and houses disinfected, in Manila.
9. Withdrawal of Venice Sanitary Regulations imposed in Madras against arrivals from Hongkong.
10. Venice Sanitary Regulations withdrawn at Calcutta and Chittagong against arrivals from Hongkong.
11. Telegrams from Shanghai relative to declaring Hongkong a Plague infected port.
12. Quarantine imposed against arrivals from Hongkong in Netherlands-India.
13. Statement giving the number of cases of and deaths from Cholera in Singapore.
14. Plague Return from Singapore for the week ended March 7th, 1901.
15. Telegram stating that no cases of Plague occurred in Singapore for the ten days ended March 17th, 1901.

## SMALL-POX.

Number of cases reported (Chinese) 21  
up till noon of the 19th March, 1901  
Number of cases reported (Chinese) 9  
during the past 24 hours  
Total number of cases reported to date: 35

Number of deaths reported (Chinese) 15  
up till noon of the 19th March, 1901  
Number of deaths reported (Chinese) 1  
during the past 24 hours  
Total number of deaths recorded to date: 19

The following was issued as a *Gazette Extraordinary* yesterday—  
GOVERNMENT NOTIFICATION.—NO. 169.

It is directed by His Excellency the Governor that public attention should be drawn to the fact that the disease of Small-pox is prevalent in the Colony of Hongkong, and that all persons can be vaccinated free of cost at the Government Civil Hospital, Tung Wa Hospital, Alice Memorial Hospital and the Netherlands Hospital.

By Command,  
J. H. STEWART LOCKHART,  
Colonial Secretary.

Colonial Secretary's Office,  
Hongkong, 19th March, 1901.

## TELEGRAMS.

(Via Ceylon.)

LONDON, March 2nd.  
The persistence of Col. Plumer's pursuit of the Boers and the rapidity of the combined movements rendered De Wet's invasion of the Cape Colony abortive. The invaders' last stand was made on the 15th ultimo, and after that they behaved like harried hares and, once started, the commando melted away.  
A large patrol from Ficksburg has encountered a Boer Commando and captured a large quantity of their cattle. The British had eight wounded.

The Army Estimates include provision for two additional Indian Infantry Battalions for service in Singapore and Hongkong.  
The *Times* comments on the absence of any hint in the Estimates as to soldiers' increase of pay and the strengthening of Artillery.

The accompanying memorandum assumes the maintenance of the force in South Africa at full strength during the first four months of the financial year and a gradual reduction hereafter.

In a Blue Book with regard to Coopers Hill College it is mentioned that pensions have been given to dismissed teachers.  
The *Standard* says that the Blue Book on Coopers Hill disposes of the suggestion that the Professors were the victims of bureaucratic injustice. The necessity of remodelling the College was evident, the only alternatives being reform or its abolition.

The Canadian House of Commons has adopted, by 125 against 19, a resolution favouring the removal of references to Catholic Tenets from the Coronation Oath.  
The Premier and the Opposition Leader have supported a resolution that a Royal Warrant be issued, facilitating the re-enlistment of ex-soldiers of good character.  
Many liners calling at Marseilles are, owing to the strike, proceeding to Genoa and other ports to unload. Others are leaving with the mails and passengers only.

LONDON, March 4th.  
Reuter, wiring from Cologera on the 1st March, says that Siegen and De Wet crossed the Orange River yesterday, at Lillfontein, near the destroyed Cologera bridge, with 1,000 men. They were under the fire of eight Colonial Scouts who were well concealed, and who killed several of the enemy. The fire was not returned. Notwithstanding the height of the river and the strength of the current, the Boers got over eight carts. They abandoned five and many horses. A farmer at Lillfontein says that Siegen looked thoroughly miserable, and that the whole commando was desperately hungry.

The papers comment on Lord Kitchener's optimistic expression that De Wet has been forced across the Orange River—doubtless

partially true, but much disappointment is felt at the failure to capture or destroy his commando. Meanwhile scattered bodies of the enemy are still in Cape Colony.

It is stated that De Wet is demoralized, and in his fanaticism flings wholesale, and is alienating many of his followers.  
The Plague at Cape Town is spreading. Five coloured corpses were found yesterday and the day before. Eleven more cases have taken place, including a European woman.

The case of Plague of a seaman on the transport at Sydney, mentioned in yesterday's telegram, proved to be Plague, and the man has died. Two cases have occurred near Brisbane.

Prince Radolin, the new German Ambassador at Paris, presented his credentials to President Loubet, and in doing so emphasized that his mission was to knit yet closer the good relations between France and Germany. President Loubet replied in equally cordial expressions.

The Pope has received Cardinals and Prelates on the occasion of his ninety-first birthday. His Holiness spoke at some length of the difficulties constantly hampering the activity of the Church, which only thought of the good of humanity.

The new fast cruiser the *Perseus* will replace the *Albatross* on the East India Station.  
Disturbances took place at Marseilles to-day, owing to the strikers endeavouring to entice crews to join them. The British India steamer *Galathea* from London, sailed for India without landing her cargo for Marseilles.

LONDON, March 5th.  
M. Delcassé, in the French Chamber, said France would not participate in any expedition in China without grave reason.  
Japan, in warning China of the inexpediency of separate agreements with individual States irrespective of the rest, pointed out that persistence in this would lead to a logical sequence to other Powers demanding equivalent advantages.

Mr. Brodrick, in the House of Commons, said that General Gaselee was informed on the 10th January that proposals for a lodging allowance to Staff Officers in China would be considered.  
The *Standard*, discussing last night's debate, says that Lord Lansdowne's indictment is one of the gravest.

The *Times* says that Lord Wolseley did not use his powers, which were ample, and that retrogression is impossible.  
The *Morning Post* attacks Lord Lansdowne and urges a Military Secretary for War.  
The *Daily News* says the Cabinet and the House of Commons might cease to exist if Lord Wolseley's claim to appeal to the country was granted.

The scene in the House of Lords last night was most strange. The House was crowded, and the galleries, filled with the deepest black, filled the galleries. Prominent members of the House of Commons, including Mr. St. John Brodrick and Mr. Chamberlain, stood on the steps of the Throne. The debate engrossed the conversation of members in the Lobby.

The debate in the House of Lords on the War Office administration was continued to-night.

Lords Northbrook, Chelmsford, and Dunraven condemned Lord Lansdowne's attack on Lord Wolseley, and Lord Dunraven asked if Sir William Butler had not warned the Government that a hundred thousand men would be required for South Africa.

Lord Rosebery deprecated personalities, and suggested a secret Parliamentary Committee to enquire into the defences.

Lord Salisbury disclaimed any intention to attack Lord Wolseley. He pointed out that the Army was subject to Parliament, and we must make the best of the existing system.

Lord Wolseley asked the House of Lords to suspend judgment, and intimated that he would reply to Lord Lansdowne's strictures later on.

Lord Cranborne, in reply to a question in the House of Commons, said Arabi Pasha had not asked to return to Egypt, and that any request of the kind would be referred to the Egyptian Government.

The coal heavers have joined the dockers' strike at Marseilles.

A meeting of members of the House of Commons has appointed a deputation to urge Lord George Hamilton to re-enquire into the Coopers Hill affair.

Mr. St. John Brodrick, in the House of Commons, said that it was not proposed to compensate time-expired men detained in India.

LONDON, March 6th.  
The Official programme states that the Duke and Duchess of York arrive at Colombo on the 12th April and leave on the 16th; and arrive at Singapore on the 21st April, and sail on the 23rd. The time-table allows for nearly a month in Canada.

Count von Buelow, in the Reichstag, replying to criticisms regarding the Emperor William's visit to England, declared it was purely human and non-political.

Sir Alfred Milner has arrived at Bloemfontein, and proceeded to the north accompanied by Lord Kitchener.

Rats have been found dying of Plague in Simonstown dockyard.

Owing to the excellent work of the Colonial Cyclists at the Cape, it has been decided to raise eight companies of Cyclist Volunteers in England for South Africa.

Senior Sagasta has formed a new Spanish Ministry, in which General Weyler is War Minister. The Cortes has been dissolved.

## ANNIVERSARIES.

- 1848—Governor Bonham landed in Hongkong.  
1862—Mutiny on board the coolie ship *Robert Brown*. Captain and part of crew murdered.  
1880—Terrible tragedy at Macao: Colonel Mosquito, after killing two members of his family and seriously injuring two others, commits suicide.  
1896—The Borneo Coy's Rice Mills at Bangkok destroyed by fire.  
1898—I.M. Customs took charge of likin stations throughout the jurisdiction of Viceroy Lin.  
1899—U.S. Battleship *Oregon* arrived at Manila.  
1900—The death of Sir William Lockwood in India, is announced.

## TO-MORROW.

Thursday, 21st March, 1901.  
Chinese—2nd of 2nd moon of 27th year of Kwang-su.  
Sun—Rises ..... 6hr. 5min.  
Sets ..... 6hr. 5min.  
Moon—In Perigee 6hr. a.m.  
High water—Morning ..... 6hr. 20min.  
Afternoon ..... 6hr. 50min.  
Low water—Morning ..... 3hr. 15min.  
Afternoon ..... 3hr. 25min.

## ANNIVERSARIES.

- 1834—The British ship *Sarah*, the first free trader, sailed from Whampoa.  
1841—Chinese attack on the British fleet at Canton repelled.  
1843—Scinde annexed to the British Empire.  
1848—Abdication of the King of Bavaria.  
1850—Kowloon ceded to the British.  
1869—H.M.S. *Salamis* and H.M.S. *Opussum* left Hankow to explore the Yangtze.  
1871—Princess Louise married.  
1891—Loss of the steamship *Queen Elizabeth*.  
1897—Formal blockade of Crete commenced.  
1899—The West Australian Mining and Industrial Exhibition opened at Coolgardie.

## AGENDA.

## TO-DAY.

- 9 p.m.—The Dallas Company at the Theatre Royal.  
Cargo ex *Rudharshe* subject to rent.

## TO-MORROW.

- Noon—A. L. S. N. Co's steamer *Malpense* leaves for Shanghai.  
Noon—Austrian Lloyd's steamer *Trieste* leaves for Yokohama and Kobe.  
2 p.m.—Royal Artillery Sports at the Happy Valley.  
4 p.m.—I. C. S. N. steamer *Leongang* leaves for Manila.  
Cargo ex *Hakata Maru* subject to rent.

## FRIDAY, 22nd.

- Daylight—N. Y. K. steamer *Dingo Maru* leaves for Marseilles, London and Antwerp via Singapore etc.  
Noon—N. Y. K. steamer *Yasuda Maru* leaves for Japanese Ports.  
Cargo ex *Chusan* subject to rent.

## SATURDAY 23rd.

- Noon—Meeting of the Shareholders of the China and Manila Steamship Company Ltd. at their offices.  
Cargo ex *Malpense* subject to rent.

## SUNDAY, 24th.

- Daylight—O. S. K. steamer *Maideuru Maru* leaves for Coast Ports.

## MONDAY, 25th.

- Noon—M. M. Co's steamer *Annam* with mails etc. leaves for Europe.

## TUESDAY, 26th.

- Noon—N. Y. K. steamer *Yamaguchi Maru* leaves for Japanese Ports.  
Noon—Meeting of the Shareholders of the Hongkong Hotel Company Ltd. at the Company's Hotel.

## WEDNESDAY, 27th.

- Daylight—O. S. K. steamer *Anping Maru* leaves for Coast Ports.  
Noon—Meeting of the Shareholders of the China Sugar Refinery Company Ltd. at Messrs. Jardine Matheson & Co's offices.

- 12.30 p.m.—Meeting of the Luzon Sugar Refinery Company Ltd. at Messrs. Jardine Matheson & Co's offices.

## THURSDAY, 28th.

- Noon—T. K. K. steamer *Nippon Maru* leaves for San Francisco via Shanghai, etc.

## FRIDAY, 29th.

- 4 p.m.—N. Y. K. steamer *Kosetta Maru* leaves for Manila.

## SHIPPING AND MAIL NEWS.

- MAILS DUE.  
French (*Oceanic*) 25th inst.  
Canadian (*Tartar*) 28th inst.  
Canadian (*Athenian*) 1st prox.  
American (*America Maru*) 12th prox.

The C. C.'s steamer *Albana*, left Foochow for this port to-day, the 19th inst., and may be expected here on or about the 21st inst.

The steamer *Afridi*, from Europe and Straits left Singapore yesterday, the 19th inst., and is due here on or about Sunday, the 24th inst.

HONGKONG AND WHAMPOA DOCK RETURNS.	
G.M.S. <i>Hertha</i> .....	at Kowloon Dock.
U.S.S. <i>Isle de Luzon</i> .....	"
U.S.S. <i>Bennington</i> .....	"
U.S.S. <i>Yorktown</i> .....	"
H.M.S. <i>Aurora</i> .....	"
G.M.S. <i>Jaguar</i> .....	"
<i>Glenlogie</i> .....	"
<i>Lekin</i> .....	"
U.S.S. <i>Concord</i> .....	Cosmopolitan
<i>Millicol Colonies</i> .....	"
<i>Slam</i> .....	Aberdeen

PASSED THE CANAL.  
Outward—1st March—*Awa Maru*, *Benlidi*, *Saxonia*, *Kobe*. 5th March—*Strathford*, *Devbhiktra*, *Cymbeline*, *Ferdinand*, *Grosvenor*, *Thyra*. 8th March—*Dagford*, *Shalki*, *Teresa*. 12th March—*Obi*, *Arnold*, *Luyken*, *Irena*. 15th March—*Benalder*, *Gisela*, *Inaba Maru*, *Socotra*, *Olyvier*, *Hillgren*.  
Homeward—12th March—*Maria Valeria*, *Java*, *Polarisjeren*. 15th March—*Sachsen*.  
Arrivals at Home—6th March—*Hamburg*. 13th March—*Laos*, *Verona*. 16th March—*Sambila*, *Strathford*.

## STREAMERS EXPECTED.

Names.	From.	Due.
Yamaguchi Maru	Singapore	Mar. 22nd
Oceanic	Singapore	Mar. 23rd
Canton	Singapore	Mar. 25th
Konigsberg	Singapore	Mar. 27th
Tartar	Vancouver	Mar. 28th
Athenian	Vancouver	April 1st
America Maru	San Francisco	April 12th

We would direct the attention of shipping firms to the style in which "Steamers Expected" and "Projected Sailings" are now published in these columns, and in so doing respectfully urge the managers of shipping firms to give orders to their clerks to furnish this office, on the forms attached, with the latest available information every day.

## PROJECTED SAILINGS.

Ship.	Destination.	Date.
Agamemnon	London	April 23rd
Ajax	London	Mar. 23rd
America Maru	San Francisco, &c.	Mar. 30th
Anping Maru	Foochow	Mar. 27th
Bamberg	Havre, &c.	April 8th
Banca	Marseilles, &c.	Mar. 21st
Bayer	Straits, &c.	July 25th
Benlidi	Japan	Mar. 21st
Bingo Maru	Marseilles, &c.	Mar. 22nd
Bombay	London	April 6th
Canton	Shanghai, &c.	Mar. 27th
China	San Francisco, &c.	May 25th
City of Peking	San Francisco, &c.	April 30th
Clavering	Victoria, B.C.	April 12th
Coptic	San Francisco, &c.	April 13th
Doric	San Francisco, &c.	June 1st
Emp. China	Vancouver, &c.	April 3rd
Emp. India	"	April 24th
Emp. Japan	"	May 15th
Esmeralda	Manila	Mar. 27th
Gaelic	San Francisco, &c.	May 7th
Glenlogie	Victoria, B.C.	April 1st
Glyceric	New York	Oct. 2nd
Hatching	Swatow	Mar. 22nd
Hamburg	Straits, &c.	June 13th
Hohhuang	Taiwan, &c.	Mar. 23rd
Hongkong Maru	San Francisco, &c.	May 16th
Nunam	Shanghai	Mar. 22nd
Idomeneus	London	April 16th
Kaifong	Cebu & Iloilo	Mar. 27th
Kiautschou	Straits, &c.	July 15th
König Albert	Straits, &c.	April 17th
Kwangse	Shanghai	Mar. 21st
Loongsang	Manila	Mar. 21st
Maiduru Maru	Tamsui	Mar. 24th
Marburg	Havre, &c.	Mar. 27th
Margaron	Bombay, &c.	Mar. 26th
Melpomene	Singapore, &c.	April 3rd
Nippon Maru	San Francisco, &c.	Mar. 28th
Olympia	Victoria, B.C.	April 26th
Phaia	Marseilles, &c.	Mar. 30th
Preussen	Straits, &c.	May 20th
Prinz Heinrich	Straits, &c.	May 15th
Prinzess Irene	Straits, &c.	May 1st
Queen Adelaide	Victoria, B.C.	Mar. 29th
Rosetta Maru	Sydney, &c.	Mar. 29th
Sachsen	Straits, &c.	June 19th
Savoia	Havre, &c.	April 4th
Sibiria	Havre, &c.	April 15th
Sobron	Marseilles, &c.	April 27th
Stentor	London	April 2nd
Strathgyle	San Diego, &c.	Mar. 30th
Stuttgart	Straits, &c.	April 3rd
Sungaiang	Amoy & Manila	Mar. 25th
Taiyuan	Port Darwin, &c.	April 6th
Tantalus	Liverpool	April 15th
Trieste	Kobe & Yokohama	Mar. 21st
Yamaguchi Maru	Moji, &c.	Mar. 20th
Yasuda Maru	Japan	Mar. 22nd
Yucasang	Manila	Mar. 25th

## To be Let.

## TO LET.

"WOODLANDS WEST," No. 9, SEYMOUR ROAD.  
Apply to  
"S.B."  
C/o This Office.  
Hongkong, 13th March, 1901. [322c]

## TO LET.

A HOUSE in RIFON TERRACE.  
HOUSES in LEIGHTON HILL ROAD.  
Apply to  
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.  
HONGKONG, 13th March, 1901. [209c]

## TO LET.

BOARD and ROOM 6/70. In Private Family.  
Nice View of the harbour.  
Apply to  
R. ROE,  
Care of Office of This Paper.  
Hongkong, 7th March, 1901. [301c]

## TO LET.

POSSESSION APRIL 1ST.  
Apply to  
J. W. NOBLE.  
Hongkong, 6th March, 1901. [297c]

## TO LET.

RICHMOND TERRACE, Nos. 12 and 5.  
Possession on 1st APRIL; No. 6, Immediate Possession.  
Apply to  
LAU CHU PAK,  
Care of A. S. Watson & Co., Ltd.  
Hongkong, 28th February, 1901. [175c]

## Intimations.

LEVY HERMANOS.  
DIAMOND MERCHANTS, JEWELLERS and WATCHMAKERS.  
EASTMAN'S KODAKS and FILMS.  
Sole Agents for CLEMENT'S WHEELS.  
Sole Agents for "OMEGA" WATCHES.  
"OMEGA" is the BEST.  
40, QUEEN'S ROAD, Watson's Building.

## NOTICE.

THE BEST PREVENTIVE OF ALL INFECTIOUS DISEASES.  
JAYES FLUID  
SOAP  
AVOID ALL RISK OF OUTBREAK BY ITS USE.  
W. G. HUMPHREYS & Co., Bank Buildings.  
Hongkong, 9th March, 1901. [37]

## Intimations.

BANQUE DE L'INDO-CHINE.  
WHEREAS the following UN-ISSUED NOTES have been STOLEN from the Premises of the BANQUE DE L'INDO-CHINE and which said Notes are expressed on the face thereof to be PAYABLE at the BRANCH OFFICE of the said BANQUE in SAIGON, the Numbers of which said Notes are as follows:—  
Series V 49, 1 to 1,000 of \$1 (One Dollar) each.  
Series Z 49, 1 to 1,000 of \$1 (One Dollar) each.  
The Public are hereby CAUTIONED against purchasing or dealing in any way with such Notes, as the BANQUE DE L'INDO-CHINE accept no liability for the same.  
By Order of the Chief Manager in Saigon, For the BANQUE DE L'INDO-CHINE, L. BERINDOQUE, Acting Manager.  
Hongkong, 26th February, 1901. [261c]

## NEW GOODS.

PLENTY IN HAND.  
D. NOMA, No. 12, Beaconfield Arcade, Opposite the City Hall.  
Hongkong, 30th April, 1900. [41]

CHS. J. GAUPP & CO., CHRONOMETER, WATCH, and CLOCK MAKERS, JEWELLERS, SILVER SMITHS, and OPTICIANS.  
CHARTS and BOOKS.  
NAUTICAL INSTRUMENTS.  
Sole Agents for Louis Audemars' Watches awarded the highest Prizes at every Exhibition; and for Voigtlander and Sohn's CELEBRATED OPERA GLASSES, MARINE GLASSES and SPYGLASSES.  
Nos. 42 & 44, Queen's Road Central. [12]

## JUST ARRIVED.

GENUINE CHERRY WATER, ACHTES SCHWARZWALDER KIRSCHWASSER.  
\$2.00 per Bottle.  
H. RUTTONJEE, 21 & 23, Elgin Road, Kowloon.  
Hongkong, 21st January, 1901. [34]

## MITSUI BUSSAN KAISHA.

No. 6, Ice House Street, Praya Central.  
Head Office—TOKIO.  
Branch Offices:—  
LONDON, NEW YORK, BOMBAY, SINGAPORE, SHANGHAI, TIENTSIN, NEWCHANG and all Ports in JAPAN.

## Agencies:—

- Miki Coal Mines.
- Kanada Coal Mines.
- Hokoku Coal Mines.
- Yoshimoto Coal Mines.
- Ohnuma Coal Mines.
- Ichinura Coal Mines.
- Kishima Coal Mines.
- Yoshio Coal Mines.
- Yamano Coal Mines.
- Manoura Coal Mines.
- The Osaka Shosen Kaisha, Ltd.
- Tokio Marine Insurance Co., Limited.
- Meiji Fire Insurance Co., Limited.
- Kanagatuchi Cotton Spinning Mills.
- Shanghai Cotton Spinning Mills.
- Tokio Cotton Spinning Mills.
- Milke Cotton Spinning Mills.
- Imperial Government Paper Mills.
- Onda Cement Company.

Mitsui BUSSAN KAISHA, M. FUJISE, Manager.  
Hongkong, 11th December, 1900. [33]</



